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SUBJECT Yugoslav Internal Transportation Service

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SUPPLEMENT

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1. Belgrade-Lapovo-Nis-Skopje-Djevdjelijs Line

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A. Belgrade-Lapovo Section: Capacity of this segment is 24/100.
Comment: 24 trains, each with 100 axles, going each way in a space of 24 hours. the number of axles on a train is determined by the length of the sidetracks and the curves in the line; furthermore, the number of axles will vary with the type of cars used. For example, a 10-15 ton box car has two axles, a 22 ton car has four axles, etc.)

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(1) Critical Points: Tunnels near Rajja and Ripanj.
Iron viaduct near Rajja.

Water points at Rajja, Mladenovac and Lapovo.

(2) Railroad stations and junctions:

Belgrade - station can only handle 80 per cent of pre-war traffic. Velicka Plana junction - from which a branch line goes to Belgrade via Mala Krupa.

Lapovo junction - has a connecting branch line to Kragujevac.

Smolenska Palanka station -- has a shop that both builds new cars and repairs old ones.

B. Lapovo-Nis Section: Capacity 20/100

(1) Critical points: Morava bridge near Cuprije, 324 meters long with 4 arches of 81 meters each.

Bridge near Cerovac, 150 meters long, damaged during war.

Bridges near Djunis and Torponica.

Tunnels near Stalec and Braljina.

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(2) Stations and Junctions:

Nis and sub-station at Crveni Krst. Branch lines from Nis include Nis-Piro, capacity 20/100; five bridges thought to be reconstructed as of 1 October 1946; bridge near Sv. Petka is 60 meters long. Nis-Zajecar-Frahovo, capacity 20/50; Zajecar station equipped to handle trains of the Bor-Zajecar mining line, capacity 20/50.

C. Nis-Skopje Section: Capacity 20/100.

- (1) Critical points: Bridges at Ordalica, Predajani, Priboj, Zlatokop, Rataj and Bujanovci.

Tunnel under Hisar hill near Prokuplje station.

(2) Stations and junctions:

Skopje station - has repair shop for locomotives and is said to be working at full capacity.

Branch line Doljevac-Prokuplje-Podujevo.

D. Skopje-Djevdjelija Section: Capacity 18/100.

- (1) Critical points: Bridges at Zelenikovo and Krevolok on the Vardar river.

Bridge at Hudovo near Banja.

Bridge near Velez station.

All above were repaired temporarily but permanent construction expected to be finished by the end of 1946, thus restoring the line to its former capacity of 24/100.)

Tunnel near Gostiranja on the Stip-Velez-Bitolj branch line.

2. Skopje-Kacanik-Uroševac Line: Has been operating since May 1946, but only partially, since a portion of the line was destroyed. Repairs are expected to be finished by the end of 1946.

- (1) Critical points: Bridge over the Lepenac river near Kacanik.

Bridge near Vucitrn, not yet completed.

3. Kraljevo-Kragujevac-Lapovo Line: Capacity 20/50.

- (1) Critical points: Bridges over Morava river near Kraljevo, temporarily repaired.

Bridge over Lepenica river at Kragujevac.

Tunnel 3 km long near Vuckovica.

(2) Stations:

Kraljevo- has a locomotive repair shop and a railway car factory.

Kragujevac - has a factory making railway cars and bridge materials. 620 workers.

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4. Belgrade-Mala Krana-Pozarevac-Kucavo Line: Capacity less than 18/50.

- (1) Critical points: Tunnels near Vrcin and Bali Potok. Only temporary repairs have been made. Work going slowly.

Ferry at Smederevo on the branch line from Mala Krana, crossing Danube to Kovin. Capacity, 6 trains in 24 hours.

Viaduct on Mala Krana branch line near Vrcin. 25 meters high.

5. Belgrade-Zagreb Line: Present capacity 36/100, because as previously reported only one track is being used. Track runs as a double line from Zemun to Novska, where it divides - one branch going to Dugo Selo and the other via Sisak to Zagreb. The Sisak segment is still inoperative because of destroyed bridges over the Kupa and Sava rivers, between Sisak and Novska.

- (1) Critical points: Bridges over the Sava at Belgrade, near Jasenovac and near Zagreb.

Bridge over the Kupa near Sisak.

Bridge over the Cerna near Ilava.

- (2) Stations: The most important are Dabija, Vinkovci, Brod, Vrpolje, Novska, Dugo Selo and Sisak.

Vinkovci, Brod and Dugo Selo all have loading ramps capable of accommodating a full-length military train.

All stations have large coal reserves.

- (3) Workshops: Brod - has a locomotive and railway car factory.

Zagreb - has repair shops for locomotives and cars.

- (4) Branch lines: Belgrade-Pancevo-Vrsac-Temisara. Capacity 20/50. The two most critical points on this line are Pancevacki. Bridge at Belgrade, and the bridge over the Temis river. Both bridges are undergoing permanent reconstruction - the former entirely by Soviet personnel.

Alibunar-Kovin. Capacity 20/50. This line is strategic because of the large volume of military traffic re-routed to avoid the Pancevacki Most at Belgrade, and the bridge over the Temis near Pancevo. Water points are not yet repaired on this branch, creating a running problem for the locomotives.

Pancevo-Petrovgrad-Temisara. Capacity 20/50. Critical points here are the bridge over the Temis near Orlovat and the bridge over the Bega.

Petrovgrad-Coka (Senta) - Szeged.

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6. Indjija-~~Novi Sad~~-Subotica Line: (Previously reported as Belgrade-Subotica line.) Capacity 24/100.
- (1) Critical points: Bridge over Danube at Novi Sad.
Bridges over King Peter Canal near Stari Vrbas.
Bridges near Mali Idjos.
Locomotive repair shops at Novi Sad and Subotica.
Important junction and installations at Indjija.
7. Vinkovci-Osijek-Beli Manastir-Budapest Line: Capacity 20/50.
8. Novi Sad-Sombor-Hungarian Line: Capacity 20/50. Both lines important as arteries for troop movements from Yugoslavia to Hungary.
Sombor-Vukovar-Vinkovci Line:
9. Vinkovci-Ganja-Brod-Tuzla-Banovici Line: Especially important for transporting brown coal from the Banovic Basin. Comment: Official statistics of the Ministry of Mines claim there are over 180 million tons of coal in the Banovic Basin; and wood from Tuzla and Banovic (where there are purported to be two to three million cubic meters) and for alleviating the traffic on the Sarajevo-Brod line. The Ministry of Communications is planning to extend this line to Zavidovic and Zenica.
10. Osijek-Virovitica-Koprivnica-Ptuj-Prague Line: The capacities for this line are as follows: Osijek-Koprivnica, 24/500; Koprivnica-Cakovec-Pragersko, Ptuj 24/100; There are not many critical points on this line because it passes through the Drava Valley, except for the bridges near Varasdin and Ptuj; also the bridges on the Drava river, near Djekenec; and on the River Mura near Ptuj, which are important for the reason that the railway lines from the north join this line.
11. Maribor-Zidani Most-Ljubljana-Rakek Line: Capacity 72/100. Double track.
- (1) Critical points: Bridge on the Drava River at Maribor.
Viaduct across the Dravinja River.
Bridge at Zidani Most.
Bridges across the Savinja near Celje and Lasko.
Bridge across the Sava near Litija.
At present a German-built detour is being used around the destroyed viaduct near Borovnica but a new one has been started as the present one is not of permanent construction.
- (2) Workshops: Maribor - largest workshop and locomotive factory in Yugoslavia. According to official information from the Ministry of Communications, this workshop-factory repaired and made new locomotives. Number given as of 1 May 1946 is 112 locomotives repaired since end of war.

At the railway station Maribor, close to the workshop, there are great quantities of

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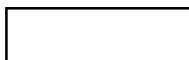
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12. On the following lines, only the capacity is available:

- (a) Sunja-Bosanski Novi-Banjaluca: Capacity 20/50. Bridges near Bosanski Novi have been repaired.
- (b) Zagreb-Karlovac: Capacity 24/100.
- (c) Ogulin-Split: Capacity 12/50.
- (d) Karlovac-Novo Mesto-Ljubljana
(Samo-Ornoselj-Metlička-Karlovac): Capacity 18/50. Functioning only as far as Ornoselj.
- (e) Zagreb-Dugo Selo-Koprivnica: Capacity 20/50.
- (f) Čelje-Dravograd: Capacity 18/50.
- (g) Ljubljana-Jesenice: Capacity 24/100.
- (h) Zagreb-Varadin: Capacity 24/50.
- (i) Karlovac-Rijeka: Capacity 20/100.

13. Narrow Gauge Lines (.76m)

- (a) Brod-Sarajevo-Mostar-Metkovic: Capacity 24/80. The Ivan Mountain is crossed by cable railway and the trains must be divided into four parts. This division is made at the Bradina station, near Pazaric.
- (b) Sarajevo-Uzice-Belgrade: Capacity 24/90.
- (c) Paracin-Zajecar: Capacity 24/90.
- (d) Mladenovac-Valjevo: Capacity 24/45.
- (e) Dobrljin-Drvar-Knin: Capacity 10/45. For transportation of timber.
- (f) Lasva-Travnik-Bugojno: Capacity 18/45.

Workshops: Lajkova
Uzice
Sarajevo
Belgrade
Brod
Metkovic
Ljubic

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 Comment:

The capacity of these lines has diminished to two-thirds of their pre-war capacity because of a lack of new switch joints to replace those damaged during the war.)

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14. Rolling Stock: The total number of locomotives on Yugoslav railway lines was estimated at 644, as of 1 May 1946. The number of railway cars is estimated at present as 21,380; [] comment: Pre-war numbers, 2,200 and 38,000, respectively). By an agreement between Yugoslavia and Russia, Yugoslavia has given 700 railway cars and locomotives to the Russians, and it is believed that they were in turn given to Rumania as Russian "help." Tank cars are very scarce. The Ministry of Communications requested some tank cars from Russia in May 1946, suggesting that they be obtained from Germany. Part of the number requested has since been received from Czechoslovakia. [] Comment: An unconfirmed report puts this number at 140.)

15. Road Communications: Work on construction and repair of old road communications follows along in the same manner as work on railway lines. The roads are being built for double traffic.

- (a) Belgrade-Zagreb highway - a new 389 km super-highway which runs Belgrade-Zemun-Batajnica-Mitrovica-Andrijevci-Slavonski Brod-Okucani-Zagreb. The first 100 km of preparatory work on this highway has been finished and the balance of preparatory work was to have been finished by the end of July 1946. []
- (b) Novi Pazar-Tutin-Rozaj-Barane road - although damaged heavily during the war, it has now been repaired and reinforced for the heaviest motor traffic. It is a very important artery because the road over Cakor mountain (Pec-Andrijevica) becomes useless during the heavy winter snows.
- (c) Kosovska Mitrovica-Pec-Podgorica road - the curves on the Cakor mountain have been widened in order to enable the road to carry double traffic. The bridges on the Pecka Bistrica River, which were destroyed, have been repaired and are capable of carrying loads of over 70 tons. All bridges are made of cement and stone.
- (d) Sarajevo-Jablanica-Mostar-Metkovic road.
- (e) Zajecar-Berski Rudnik-Zagubica-Petrovac-Pozarevac road - this macadam highway was begun by the Germans. The bridges can support the heaviest vehicles. The "hair pin" curves on the top of the mountain are widened, enabling this road to carry double traffic.
- (f) Negotin-Klokocevac-Plavna-Majdanpek-Kucevo-Pozarevac road - finished April 1946. The wooden bridges on the river Veliki Pek between Kucevo and Majdanpek are reinforced, allowing passage of the heaviest vehicles. The bridge between Misljenovac and Turija is repaired and made entirely of cement and stone.
- (g) Prijepolje-Piljevlje-Savnik-Podgorica highway.
- (h) Zabreb-Karlovac-Senj road - was repaired by the end of May 1946.

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- (i) Brod-Osilnica-Cabar-Prezid road - has been repaired for the heaviest traffic.
- (j) All roads in Slovenia which were destroyed during the war are now reconstructed. The bridges, passages and embankments on these roads are capable of supporting vehicles of over 70 tons.

16. Waterways Communications:

- (a) The heaviest traffic on the Danube has been noted during the months of April, May and June. Observers have seen, daily, 12-16 tug boats going up-stream, and 8-13 tug boats downstream. Each boat tows 6-7 barges. Up-stream barges carry petroleum from Rumania in special tanks. A tank barge carries an amount equivalent to 60 railway tank cars, and those barges temporarily fitted with tanks can carry the equivalent of 40 tank cars of petroleum. Down-stream barges carry agricultural implements, motor cars and tractors.
- (b) The up-stream convoys form at Turnu Severin where they remain overnight, and cross through Djerdap the next morning as the locks are not operated at night. Down-stream navigation convoys are formed at Moldava. River traffic is controlled by UDB (formerly OZNA) river police and by fast Russian patrol boats.
- (c) The mines at Djerdap have been cleaned out, although the Sipski Canal is still protected by mines from the direction of Petrovo Selo. Towing locomotives are repaired and working.
- (d) The shipyards near Novi Sad, Cukarica (Belgrade), Zemun, and the workshop for ship repairs at "Sartid" (Smederevo) are working. Near Cukarica at "Zimovnik" there are many floating vessels waiting for repair. The shipyard activity at Novi Sad is increasing. The Russians control this important base and are rebuilding the shipyards as rapidly as possible.
- (e) Navigation on the Sava river is fairly heavy. From Zvornik, via the Drina river and then into the Sava, log rafts are floated to Belgrade.

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